# TWO LINERS IN PORT WITH HAPPY AMERICANS

# NIEUW AMSTERDAM BRINGS 1934; Miss Gertrude Hauser, Miss Emily Heaton, Mrs. M. Heine, Mrs. M. Heine, Mrs. M. Heine, Mrs. M. Heine, F. Hencken. IS HALTED BY BRITISH CRUISER

Two Blank Shots From the Essex Cause Liner Crowded With Americans to Turn-Persian Minister to Washington a Passenger.

NEW YORK GIRLS TELL OF MANY INDIGNITIES

The Nieuw Amsterdam of the HollandAmerica Line docked at Hoboken at 9 o'clock last night, bringing 1,934 passengers, mostly American refugees from the European war zone. She left Rotterdam on August S and touched at Plymouth.

Her passengers were giad to be back in America and they will be satisfied to stay here for some time, according to their stories. Many of them had made perilious trips from the interior of Germany, and there were tales of hunger, arrests and loss of baggage. Three women said they were searched in Germany after having been stopped eighteen times in their attempt to get across the border into Hol-

where they boarded the ship.

"The English and the French are going about their work with a seriourness and earnestness that bodes ill for their charles that bodes ill for their enemies," said Senator Fletcher. "There are said Senator Fletcher. "There are said Senator Fletcher. "There charles H. Lange. Charles H. Lange. Charles H. Lange. Who are still in trouble, but I believe that the embassies there can care for them."

Henry B. Ketcham of Brooklyn, father of Henry Ketcham, captain of last year's yale football team, inquired anxiously whether the name of his son had been printed in the lists of Americans in Europe. Mr. Ketcham, who was accompanied to the ship.

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removed by women officers.

We reached Hanover safely, but at cabin passengers: Gronau, beyond Hanover, we were ar-rested and our baggage was searched. There we received a permit to proceed and There we received a permit to proceed and thought our troubles were over. But at Rhinie, a small town further on, some Russian spies had just been arrested, and we were again suspected. More than a thousand persons, excited and gesticulating crowded around our automobile, demanding our arrest. Our chaperon was arrested and our baggage was searched again. Finally we were allowed to go on.

"But the climax came that night about 9 o'clock about fifteen minutes from the worder of Holland in a small town—I have Miss Balley.

A Mrs. J. H. Andrews. Miss Ola Allison. Carl A. Alzen. H. V. Ames. Kurt Amrein. Mrs. E. Arnsiein. Mrs. E. Arnsiein.

B L. C. Bobbink. Mrs. L. C. Bobbink.

"But the climax came that night about a o'clock about fifteen minutes from the worder of Holland in a small town—I have corgotien the name of it. We were atopped, taken to a hotel and cross-questioned separately. Women officers came to our rooms and made us take off our cliching and all of it was thoroughly examined. We were held in custody all night.

"In the morning they finally decided that we were not spes. Then they were very courteous and allowed us to motor to the border. We were not allowed to drive across the border, but our baggage was set down on the German side and the automobile returned. The chauffeur helped us get our baggage across the border.

feur helped us get our baggage across the border.

feur helped us get our baggage across the border.

"Then, aside from travelling under congested traffic conditions, our troubles ceased. We finally got an automobile to take us to Amsterdam and caught this boat."

Scarcity of Gold Coin.

Other passengers told of the impossibility of getting gold coin and said that nothing else was acceptable in Holland. One man said he paid \$2 for two cents in Dutch money, so that he could ride on the street car to the Holland-America Line dock.

Prayers for peace were offered on the Nieuw Amsterdam Sunday by both Catholic and Protestant worshippers. A collection was taken among the first cabin passengers for the mother of a little Dutch boy who had broken his collar-bone by falling from his berth. Another

bone by falling from his berth. Another collection got three American women out of the steerage into the first cabin. There were others in the steerage who had money to pay for better accommodations, but there was no more room.

The boat was accommodated as shown in the steerage who had more to pay for better accommodations, but there was no more room.

The boat was accommodated as shown in the steerage who had more room.

The bone was accommodated by the boat was accommodate

but there was no more room.

The boat was crowded as she never had been before, but there was no sleeping on mattresses exact in the steerage. One man who had heard of the crowded conditions paid \$125 for a mattress in Rotterdam only to find that he did not need it aboard the Nieuw Amsterdam. He sold it to a steerage passenger for \$1.50.

There was nont too much to eat aboard the Nieuw Amsterdam when she arrived, according to some of the passengers, but the officers denied that there was any shortage. Several passengers said that their rations had been cut during the last few days.

Miss Faziev Miss Hattie Felder Miss Zuleika Felder. Miss Hattie Felder, Miss Fleer, Miss Felder, Miss Fleer, Miss Fleer, Miss Folder, Miss Fleer, Miss Faziev Miss Fleer, Miss Faziev Miss Fleer, Miss Faziev Miss Fleer, Miss Faziev Miss Fleer, Mi

## Persian Minister Arrives.

Murza Ali Kuli Khan, Persian Minister in Washington, was on board with his wife and family. He was highly elated at arriving safely and expressed himself as having been doubtful at one time regarding their journey.

"I was in Berlin with my family on July 30," he said. "The next day the war started and on the eve of the mobilization Berlin was in a turmoil. I went to see Ambassador Gerard at the American Embassy and he advised me to go at once to England. We caught the last train 600 francs in my pockets but I couldn't get a bite to eat for myself and family until I appealed to Mr. Gerard. He was very kind to me and he is showing splendid consideration of the stranded Americans in that city. With Mr. Gerard in Berlin relatives and friends of persons in that city should have no fear for their."

MIS P. J. Gibbons. Mis P

A. M. Jackson. Mrs. A. M. Jackson. Mrs. I. Hardwich Jack

mann. H. Hineman. Mrs. H. Hineman. Miss Joh. Hineman

Mrs. L. G. Lestrade.
Mrs. Minnie I. Libby.
John Lieberman.
Mrs. John Lieberman.
G. P. Lies.
Mrs. G. P. Lies.
The Right Rev. M. C.
Lineban.
E. D. J. Luning.
Mrs. E. D. J. Luning.
Master Ernest Luning.
Master Ernest Luning.
Master B. Luning and
maid.

when they were assured of our nationality. A British torpedo boat directed our course in the English Channel, and we went slow and had no trouble there. We flew the Dutch flag always and carried our usual lights.

Cruiser's Chase Regins.

Praise for Mr. Ketcham, who was accompanied by his wife and daughter, said his son was last heard of when he was in Munich with a party of six other Yale men, including C. M. Gile, ex-Yale baseball player, and W. J. Lippincott of the Yale crew. He will appeal to the State Department to assist in finding his son.

Praise for Mr. Retcham, who was accompanied by his wife and daughter, said his son Mrs Pheba Mark. Miss A M. Maso. Mrs J. V. Meserole. Miss Salie Mathews and Mrs. H. A. Meyn. Mrs. Edmund B. McCarthy. Mrs. Edmund B. McCarthy. Mrs. Edmund B. McCarthy. Mrs. Hous Moeser. Mrs. Hattie Mae Me. Cord.

Cruiser's Charles W. McCue.

Praise for Mr. Page.

Crniser's Charce Begins.

"When we were off Plymouth a British officer examined our papers and then had to get permission from the fort before we could laind.

"We signifed the Mauretania at § A. M on Thursday on the high seas. Hername was painted out and the entire vessel was painted black. She had only her mast head and side lights and two guns aft. I am sure this ship was the Mauretania.

"At any entereday morning, 376 miles formed in that city at the first sten of trouble. "Mr. Page is working in conjunction with the committee there and the results are satisfactory. The hotels and should be commended."

"At almost near the ship was the Mauretania."

"At almost near the ship was the Mauretania."

"At the mast head and side lights and two guns aft. I am sure this ship was the Mauretania."

"At charce the London committee of Americans formed in that city at the first sten of trouble. "Mr. Page is working in conjunction with the committee there and the results are satisfactory. The hotels and should be commended."

"At charce the work of the most pleased persons aboard the ship when the committee there and the results are satisfactory. The hotels and we turned. She signalled us to go ahead when she saw we were Dutch.

"We have on board 1,934 passengers. 647 in the first cabin, 491 in the second cabin and 796 in the steerage."

"We have on board 1,934 passengers. The offers of the regiment cabin and 796 in the steerage."

"We have on board all her bassage gerated. There was one woman, he said, who said she had lost all her bassage gerated. There was one woman, he said, who said she had lost all her bassage save at little satched and yet she appeared with a new dress every day.

By far the stranger was one woman, he said, who said she had lost all her bassage save at little satched and yet she appeared with a new dress every day.

By far the stranger was not woman, he said, who said she had lost all her bassage save at little satched and yet she appeared with a new dress every day.

By far the stranger was not wo "We were in Berlin when the trouble started," said Miss Schermerhorn, who spoke for the three, "We left there on August 2 to motor to Hanover on our way to the Holland border and home. We were stopped eighteen times before we finally crossed the border and once we were searched, even our clothing being removed by women officers.

"We were treated by the Germans with absolute courtesy and respect," said Dr., Richards, "Please do not comment adversely on the German Government's treatment of Americans, for I am sure that in cases where Americans are rudely handled they have been mistaken for Englishmen."

Englishmen."

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## 1,668 REFUGEES IN ON LINER LACONIA

Cunarder Makes the Voyage From Liverpool by Extreme Northerly Course.

SAILED AS SCANDINAVIAN

Passengers Have Many Stories of Hardships and Thrilling Experiences of War.

With her upper decks and funnels painted black to resemble a Scandanivian liner the Cunard liner Laconia, which left Liverpool on August 8 with 1,668 passengers, reached this port yesterday. More stories of hardships were common among the tourists and vivid descriptions of the situation abroad were given by many. The Laconia, after leaving Liverpool,

took an extreme northerly course. When the ship was three days out Capt. Irvine ordered the crew to get out the paint brushes and give the liner a new dress. The funnels, formerly painted red, gleamed in a coat of black. A red band encircled each.

The buff color of the captain's bridge and the white superdecks and rigging were also blackened. Capt. Irvine kept a Norwegian flag in readiness to run up on the pole if a belligerent cruiser pre-sented itself.

On August 10 the Laconia was hailed

by the Aquitania, which has been trans-formed into a cruiser for patrol duty on the transatlantic route. The passengers reported that guns bristled from the decks and stern of the ex-Cunard liner and that she presented an exceedingly formidable appearance. No other war vessels were

sighted during the trip.

Lawrence H. Armour of Chicago was in Prance, with his wife when war was declared. He said that Ambassador Page charled. He said that Ambassador Fage had been unjustly criticised by some of the stranded Americans, but in reality was doing splendid work for their relief. Mr. Armour added that the worst trouble in London was among the school teachers and women travelling alone.

Robert W. Williams, who accompanied his mother, Mrs. Huntington Williams of Baltimore, spoke of his experiences on the Continent. He said:

"At Boulogne we had to wait until a boat could be sent over from Folkestone. As there were already mines laid in the region of the Calais-Dover crossing, the boats from that service had been transferred to the Boulogne route, but there was, nevertheless, such a crowd that December, many of us had to wait. Fifty automobiles owned by English and Americans in his opinion. were waiting there to be taken over, but only nine of them were allowed on the

Mrs. J. T. Harahan, widow of the prest- President. dent of the Illinois Central, was in St. Petersburg at the outbreak of war. "I had sent my maid to Berlin," said "I had sent my maid to Berlin," said in Congress to the enactment of re-Mrs. Hanrahan, "to look after some of enue legislation before the December my luggage. As soon as war was de-elared, I thought it best to get out of intimated that if the President wanted Russia. The train service was paralyzed, but I finally booked passage on a small boat which took me to Elsberg, Denmark. From there I sailed to Harwich, England, on a provision boat. I have lost all my luggage, and have not been able to learn anything about my maid."

Intimated that if the President wanted such legislation the Congress leaders would feel relieved if he would forward a message on the subject. Assurances were given that when the time comes to act the President will make a formal recommendation for the passage of an emergency revenue act.

## Tire Service Plus

You won't lose buying Empire Red Tiresfor we say that you must get 100% in service before we are satisfied.

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are the surest "buy" in all tiredom. It's the Empire secret process of vulcanization that transforms new, springy Para rubber into Red tires of leathery toughness that jest with time and travel.

Watch for the Reds on the road.



## WILSON INSISTS ON PASSING WAR TAX

WASHINGTON, Aug. 17 .- It became certain, following a conference between President Wilson and Representative Underwood to-day, that Congress will be kept in session indefinitely, if necessary, until a bill has been passed to raise revenues for the Government sufficient to make up the deficiency caused by the cut in customs incident to the war in Europe.

tions on political expediency will not dissuade the Administration from insisting on the passage of a revenue bill, even if such consideration results in a merger of the current session with the one that will be begun on the first Monday in

The President told Mr. Underwood that in his opinion an emergency revenue bill was necessary, owing to the decline in commerce. Decision as to the time when the bill shall be passed was left to the Mr. Underwood frankly told the Pres-ident that there was strong opposition

# on Food and Drink

is most severe on imported products.

For instance, importation of Ginhas practically ceased. It is now almost impossible to serve London Dry Gins · —with one exception.

This exception is EL-BART Dry Gin.

From 1784 until 1904 EL-BART was made at the famous Camberwell Distillery, Addington Square, London, England.

Since then EL-BART has been Triple Distilled at Baltimore, Maryland, after this same Camberwell formula and under the same supervision.

There is no lack of this Pure, Fragrant, Straight Dry Gin, and no change in price. Be sure of your Rickey or Cocktail or

other Gin drink.

Say EL-BART—it is the dryest Gin.

And make your own Cocktails at home. Here's how

This shaker is worth a dollar, but for a limited time will be sent postpaid, or delivered upon application, for one label from an EL-BART Dry Gin Bottle and 25c in cash or stamps. Address, EL-BART, 7 East 31st Street, New York. Recipes on the glass for delicious cocktails

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